

Maximizing Public Value: *Waterfront Public Access and Maritime Capacity*

Port of Oakland

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San Francisco Bay Conservation and Development Commission

4,000 ACRES FOR REGION'S NEEDS



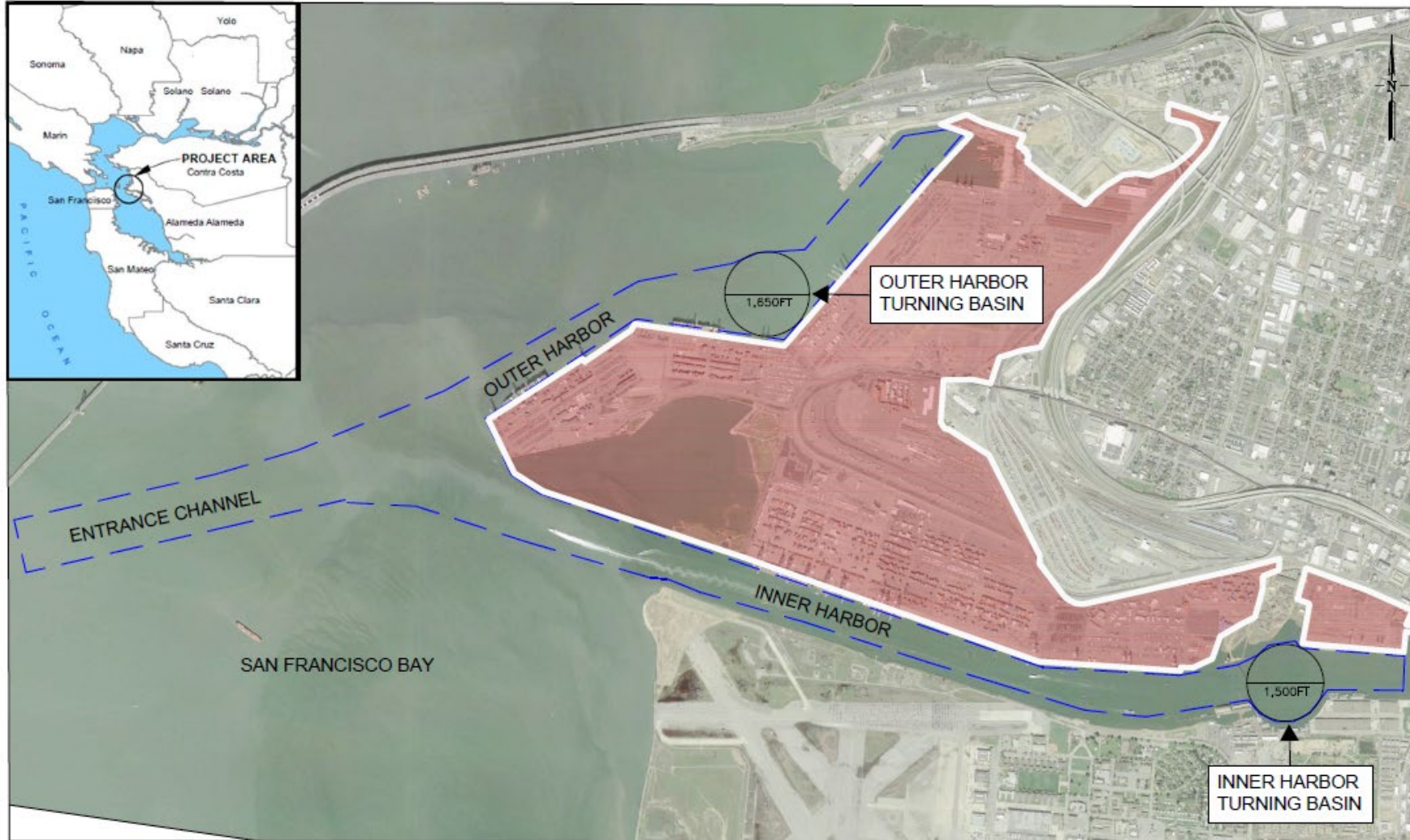
Evolution of the Oakland Seaport



PORT OF OAKLAND



530 WATER ST. OAKLAND, CALIFORNIA



OAKLAND HARBOR DEEP DRAFT CHANNEL LIMITS

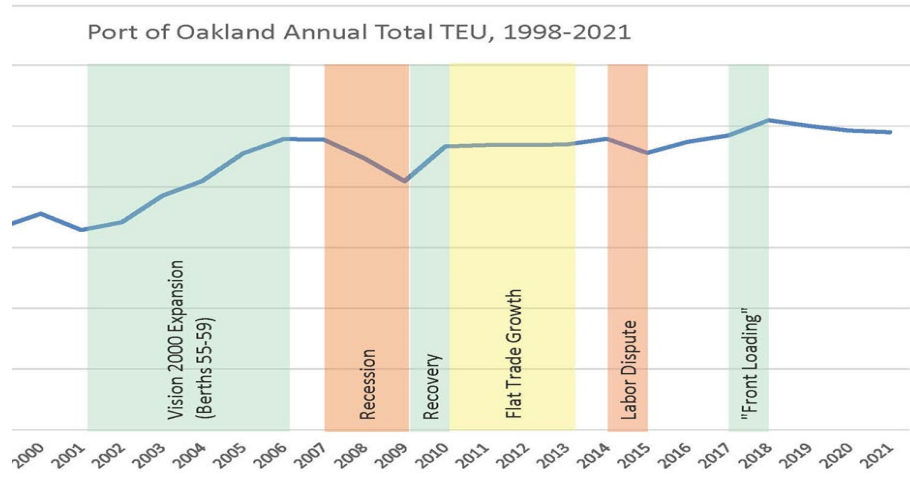
- Approximate Federal Channel Limits
- General Port of Oakland Seaport Area

Project Location/Vicinity Map
(No Scale)

DUE DILIGENCE: HIGHEST AND BEST USE

- **7/2013:** Maritime tenant ends cargo operations
- **10/2013:** Port requests proposals for long-term maritime use
- **02/2014:** Only one conforming proposal. Board rejects coal use
- **3/2014-4/2018:** Discussions yield no long-term tenancy
- **1/2018:** A's contact Port re: ballpark proposal
- **5/2019:** Exclusive Negotiation Term Sheet with A's

CONTAINER CARGO



- 2050 Cargo Forecast(Projected): 2.2%
- 1998-2021(Actual) Cargo Growth: 1.9%
- 2005-2021(Actual) Cargo Growth: 0.46%

*Conclusion: Moderate Growth Needs Met
Forecast is Robust*

BULK CARGO

- 18 acres in Oakland Outer Harbor
- Sand and aggregates
- 12-year initial lease

Conclusion: Bulk Cargo Needs Met



Site for sand and aggregate bulk terminal

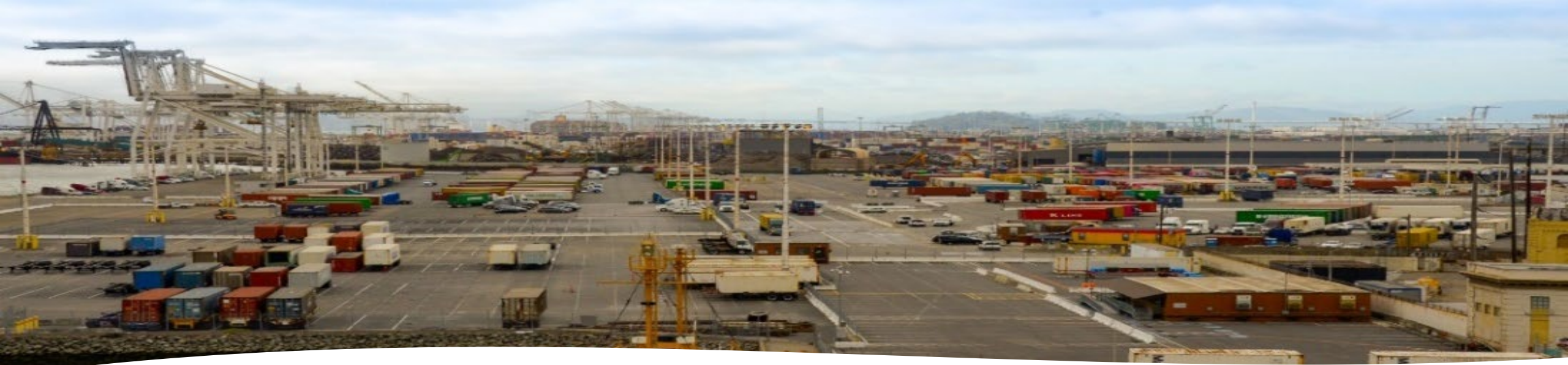
RO-RO CARGO

- Benicia, Richmond and San Francisco can expand
- Howard not feasible
- Exports uncertain

Conclusion: Ro-Ro Cargo Needs Met

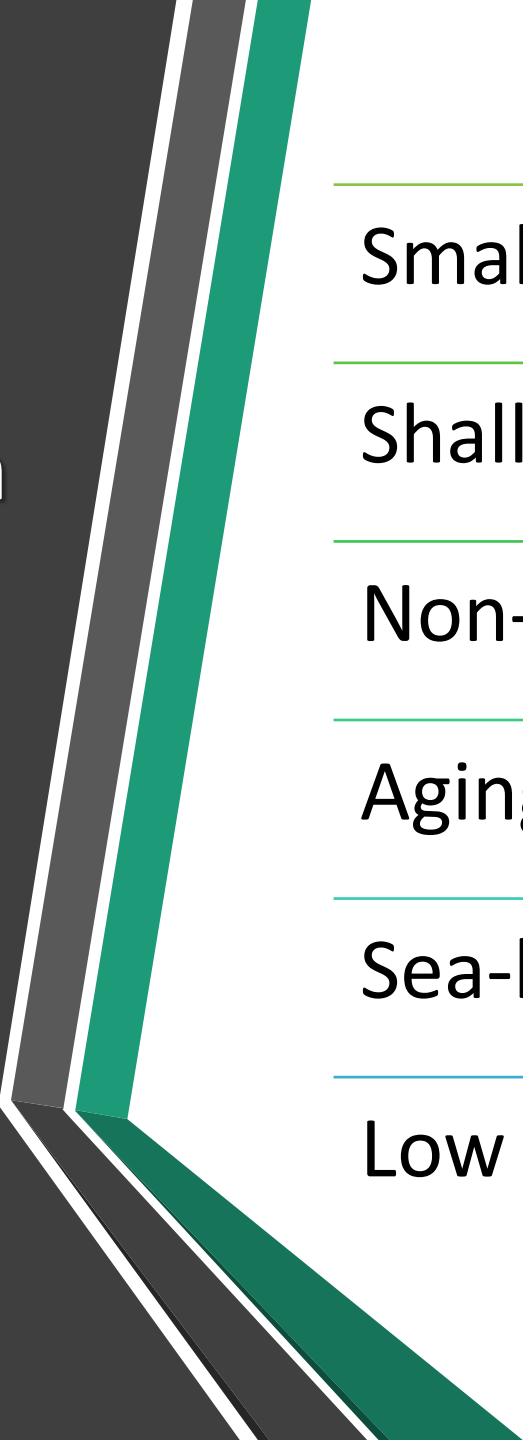


Ro-Ro Facilities At Benicia



ANCILLARY USES

- Sufficient acres at Seaport to meet demand
- Truck parking areas already dedicated
- Stacking and efficient operations increase capacity and throughput



Constraints on Development for Maritime Uses at Howard

Small size for modern cargo terminal

Shallow water depth

Non-contiguous/limited expansion

Aging cranes

Sea-level rise flooding

Low financial return

ADAPTING TO RISING TIDES– Sea Level Rise



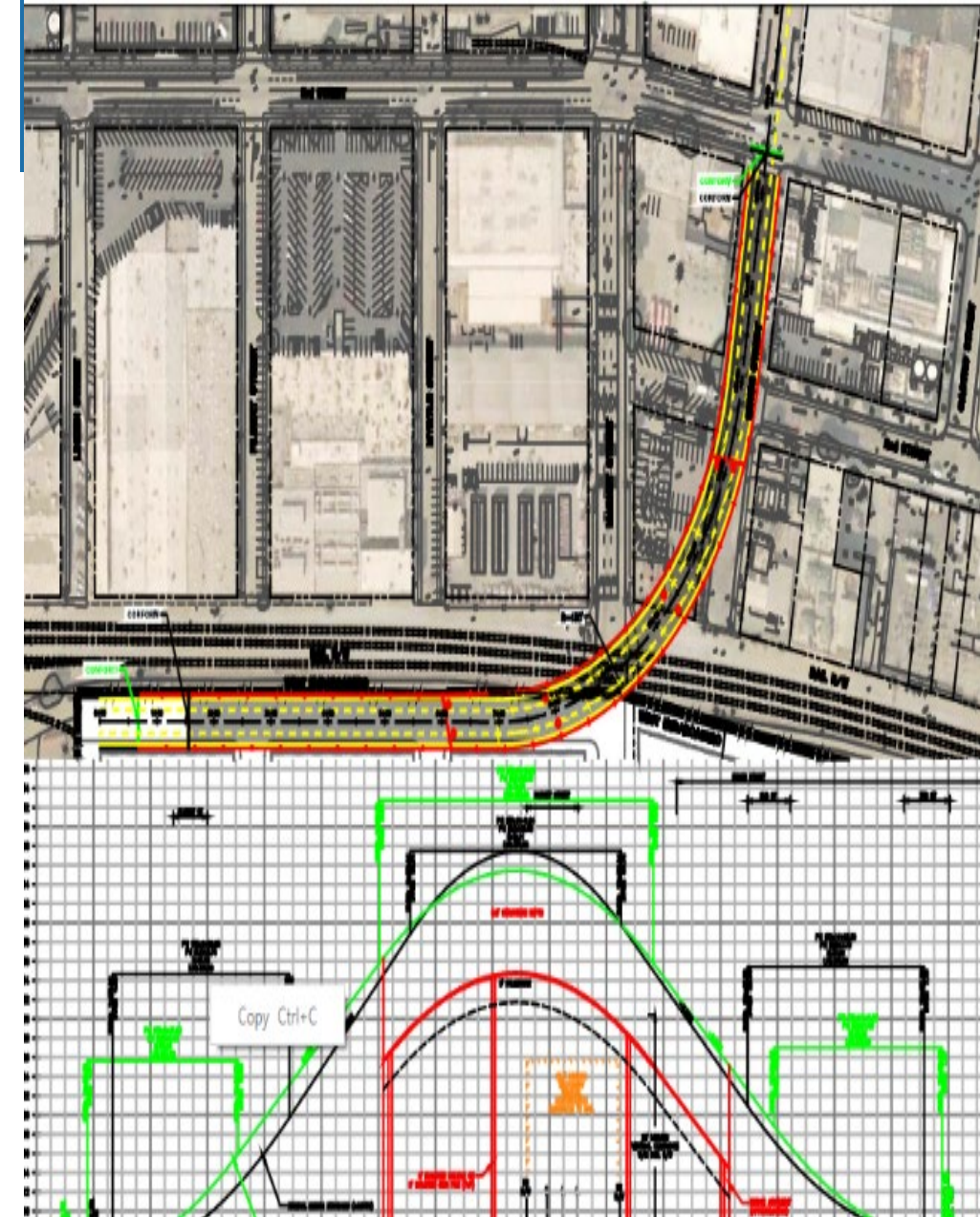
COMPATIBILITY

Term Sheet between Oakland A's and Port:

- ✓ Includes development of compatibility measures and designs
- ✓ Reserves to the Port up to 10 acres of the Howard Terminal for Turning Basin expansion
- ✓ Establishes commercial buffer zone between residential and Schnitzer Steel
- ✓ Requires waivers of nuisance claims

City of Oakland EIR:

- ☐ Maritime and navigation and safety
- ☐ Seaport access and traffic routes
- ☐ Safety and avoidance of conflict
- ☐ Funding for rail safety (e.g., vehicular and pedestrian grade separation)



Grade Separation Over Rail Tracks

PLANNING FOR SUSTAINABLE GROWTH



Seaport Goals

- Incorporates EJ principles
- “Pathway to Zero Emissions”
- Energy Efficiency
- Increased Waterfront Public Access